

CLASSIFICATION **SECRET**
 SECURITY INFORMATION
 CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

REPORT NO. [REDACTED]

25X1A

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COUNTRY Germany (Russian Zone)

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SUBJECT Soviet Aircraft

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PLACE
ACQUIRED [REDACTED]NO. OF ENCLS. 8 Photographs*
(LISTED BELOW)DATE OF
INFO. [REDACTED]SUPPLEMENT TO
REPORT NO.

25X1X

DO NOT CIRCULATE

1. Attached find sets of eight photographs cut out of the Soviet film "Zhukovski, Master of the Air" [REDACTED]

25X1A 2. [REDACTED] comments are as follows:

- a. Photo # 1 represents a formation of MIG-15s.
- b. Photos # 2-5 show a Lavochkin Type, possibly an La-17. These photographs show clearly the main differences between the MIG-15 and the La-type plane and also confirm that the La-type plane, which is probably manufactured in Gorki Plant No. 21 and in Saratov Plant No. 292, was already available in Soviet Air Defense (PVO) units.
- c. Photos # 6-8, TU-4s. These photographs show some modifications of the TU-4 compared to the original B-29 plane. They confirm the observations made [REDACTED] that the observation posts or gunners' stations are fitted at the side of the fuselage. However, previous information on three plexiglass gunners' stations does not agree. The two stations on top of the fuselage were reported correctly whereas the third gun station was once described as a tail gunner's station and, in other reports, as being fitted under the fuselage in line with the wing roots. According to photograph 6, the front bulge under the fuselage is definitely a gun station and not a radar blister. The bulge under leading edge of the rudder assembly is also believed to be a gun station. According to plane Nol 66 in photograph 6, the bulge under the middle of the fuselage divides the bomb bay into a front and a rear section. This bulge is possibly a radar blister since it projects farther beyond the fuselage than the other two bulges. Compare with photograph 8. Photograph 6 to a certain degree confirms the information as to the designation of the work numbering series. When comparing the previous information and this report, it can be concluded that the TU-4s which were manufactured prior to 1948 had to be modified considerably and that the refined version is perhaps not the final type in this series. This indicates that about 400 TU-4s of the version shown on the photographs were manufactured in Kazan prior to November 1949 in addition to an early series of about 200 aircraft of this type which were possibly limited in employment. Based on previous information that large component aircraft parts of the type in this report were still being shipped, it is assumed that a branch plant for final assembly was also being established.

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